

HONGKONG CHINESE MAIL
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The China Mail

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CHINA MAIL OFFICE

No. 10,178

九月廿六日五十九百八十一英

HONGKONG, THURSDAY, SEPTEMBER 26, 1895.

八月廿八日未乙

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—E. ALGAR, 11 & 12, Queen's Lane, Lombard Street, E.C.; GROGAN STREET & CO., 50, Cornhill, GORDON & GORAN, Ludgate Circus, E.O.; BATES HENRY & CO., 37, Walbrook, E.O.; SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W.M.; WILLIS, 151, Cannon Street, E.O.; ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE.—MAYENCE, Favre & Co., 18, Rue de la Grange Bételère.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 62, West 23rd Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEA & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORAN, Melbourne & Sydney.

CEYLON.—W. SMITH & CO., THE ANTHROPOLOGICAL CO., Colombo.

SINGAPORE STRAITS.—KELLY & WALSH, LTD., Singapore.

CHINA.—MUNIC. A. A. DA CHUZ, Agency, N. Malles & Co., Limited; Foochow; Hulme & Co., Shanghai; LANE, CHAWREN & CO., and KELLY & WALSH, London; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Court of Directors, H. STOLTENFORT, Esq., CHAN KAI SHAN, CHOW TUNG SHAN, Esq.

KWAN HOI CHUN, Esq.,
Chief Manager.

GEO. W. F. PLAIFER,
Interest for 12 months fixed 5%.

Hongkong, October 23, 1894.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.
SUBSCRIBED, £1,125,000.
PAID-UP, £625,000.

Bankers, LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:

For 12 Months, 4%
For 6 Months, 3 1/2%

For 3 Months, 2 1/2%

Deposits renewed on Old Terms.

JOHN THURBURN,
Manager, Hongkong.

Hongkong, August 2, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £200,000.
RESERVE LIABILITY OF SHAREHOLDERS, £200,000.
RESERVE FUND, £25,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance.

On Fixed Deposits for 12 months 4%
" " 6 " 3 1/2 %
" " 3 " 2 1/2 %

T. H. WHITEHEAD,
Manager.

Hongkong, September 16, 1895.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000.
RESERVE FUND, £5,000,000.

RESERVE LIABILITY OF PROPRIETORS, £10,000,000.

COUNCIL OF DIRECTORS:

J. KRAMER, Esq.—Chairman.

A. McCONAUGHEY, Esq.—Deputy Chairman.

HON. J. BELL-IRVING, S. C. Macpherson,

G. B. DODWELL, Esq.,
M. D. ESKEFEL, Esq., D. R. SAMSON, Esq.,

R. M. GRAY, Esq.,
Chief Manager;

Hongkong.—T. JACKSON, Esq.

MANAGER:

Shanghai.—H. M. BEVIS, Esq.

London Bankers—LONDON AND COUNTY BANKING CO., LTD.

Hongkong—INTEREST ALLOWED.

On Current Account at the rate of 2% per cent per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 2 1/2% per annum.

" 6 " 3 1/2 "

" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, September 24, 1895.

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

lication.

INTEREST on deposits is allowed at

2% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4% PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895.

1615

TO LET:

From 1st July.

N. O. 6, WEST TERRACE.

Apply to:

G. C. ANDERSON,

18, Praya Central.

Hongkong, May 31, 1895.

1200

Intimations.

HONGKONG CRICKET CLUB.

THE Annual General MEETING for the purpose of receiving the Committee's Report for the past season; electing the Committee for the ensuing season; and for the transaction of other Business, will be held in the Cricket Pavilion on FRIDAY, 27th September, at 4.45 p.m.

IMMEDIATELY after the General Meeting, an EXTRAORDINARY GENERAL MEETING will be held for the purpose of considering certain alterations in and additions to the Rules of the Club which the Committee have thought it advisable to submit for the consideration of Members.

EDWARD A. RAM,
Hon. Sec., H.K.C.C.
Hongkong, September 19, 1895.

HONGKONG RIFLE ASSOCIATION.

SATURDAY, 28th SEPTEMBER, 1895,
At 2.45 p.m.

COMPETITION—Short Range CUP.
Ranges 500 and 600 yards. Shots—
Seven a one eighth at each distance.
Entrance Fee, 30 Cents.

A. S. PALMER,
Acting Hon. Secretary.
Hongkong, September 25, 1895.

WANTED.

A USEFUL MAID to attend on a Lady
and assist with a Little Boy. Apply
in the first place by Letter to

S. P. Q.,
Care of THIS PAPER.
Hongkong, September 24, 1895.

LOST.

LACK and TAN TERRIER DOG,
leather Collar with Owner's Name
in pencil on the inside.

A REWARD will be given (if necessary)
to any one returning the Dog to

CAPT. J. G. OLIPHANT,
o/o Messrs D. R. SAMSON, Sons & Co.,
Hongkong, September 24, 1895.

HONGKONG ST. ANDREW'S
SOCIETY.

THE Annual General MEETING for the
purpose of receiving the Committee's
Report and Statement of Account for past
year; the Auditing Committee for ensuing year;
and for the transaction of General Busi-
ness, will be held at the CITY HALL on

MONDAY, 30th September, at 6.30 p.m.

O. MURRAY ADAMSON,
Hon. Secretary.

Hongkong, September 21, 1895.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE is hereby given that an EX-
TRAORDINARY GENERAL MEETING
of the above Company will be held at the
Office of the Company, No. 18, Park
Buildings, Queen's Road Central, Hong-
kong, on MONDAY the 30th day of Sep-
tember, 1895, at twelve o'clock Noon, when
the Subjoined Resolution will be pro-
posed:

That the Capital of the Company be
reduced from £1,000,000 divided into
80,000 shares of £20 each to £1,200,000
divided into 80,000 shares of £15 each
and that such division be effected by
returning to the holders of the 80,000
shares which have received capital to
the extent of 85 per share and by
reducing the nominal amount of all
the shares from £20 to £15.

Should the Resolution be duly passed it
will be submitted for Confirmation as a
Special Resolution to a Second Extraordi-
nary Meeting which will be subsequently
convened.

Dated the Thirteenth day of September,
1895.

By Order of the Board,

C. TOMLIN,
Acting Secretary.

To Let.

TO LET.

FURNISHED, from 1st October, 1895.

" TARAWERA."

THE SIX ROOM BUNGALOW, with six
feet Concrete Basement, Tennis Lawn
and Set, situated on Upper Richmond
Road.

Apply to:

A. O'D. GOUDIN,
No. 49, Lyndhurst Terrace.

Hongkong, September 26, 1895.

1657

TO LET.

DEWARS' BUNGALOW 'RHEDA'

BONHAM ROAD.

Apply to:

OHNA MERCHANTS S. N. No.

No. 22, Praya West.

Hongkong, August 20, 1895.

1546

TO LET.

WELLING HOUSES—

HOUSES IN REEFER TERRACE.

" LARKSPUR" UPPER RICHMOND

ROAD. 7-ROOMED detached

House with Garden and Lawn.

Tennis Court.—FURNISHED or UN-

FURNISHED.

FIRST FLOOR, NO. 7, PRAYA

CENTRAL, lately occupied by

Messrs. HOLLIDAY, WISE & CO.

Apply to:

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, September 19, 1895.

1651

TO LET.

ONE Large GODWIN No. 904, at

Praya East.

Two FURNISHED BEDROOMS at Kow-</p

THE CHINA MAIL.

THURSDAY, SEPTEMBER 26, 1895.

Entertainments.

To-day's Advertisements.

VICTORIA RECREATION CLUB.

The ANNUAL AQUATIC SPORTS will be held at the BATH HOUSE of the above Club, on FRIDAY and SATURDAY, the 27th and 28th Instant, at 4 p.m., on both days.

Admission for Non-members, 50 Cents each day.

Tickets obtainable from the Club STEWARDE.

Hongkong, September 20, 1895. 1741

Notices to Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP KARLSRUHE.

The above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before 4 o'clock this afternoon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be landed in the Godowns, where they will be examined on WEDNESDAY, the 2nd October, at 3 p.m.

All Claims must reach us before the 7th October, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHIERS & Co., Agents.

Hongkong, September 25, 1895. 1738

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Lion*.

Capt. NISHI, will be despatched as above on

SATURDAY, the 28th Inst., at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, September 26, 1895. 1724

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Empress*.

Captain TAYLOR, will be despatched for the above

on SATURDAY, the 28th Instant, at 5 p.m.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN & Co., General Managers.

Hongkong, September 26, 1895. 1792

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship *Nomura*.

Captain HODGINS, will be despatched for the above

on SUNDAY, the 29th Instant, at Daylight, and not as previously notified.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, September 26, 1895. 1766

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.

The Steamship *Nanchang*.

Capt. FINLAYSON, will be despatched on THURSDAY, the 3rd October.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, September 26, 1895. 1799

SHIPPING REPORTS.

The British steamer *Foocan* reports:

Had fresh N.Ely winds, fine and clear throughout.

POST OFFICE NOTICES.

MAILS will close:-

For SWATOW, SINGAPORE & BANGKOK.

Per *Kuang-tai*, at 9.30 a.m., on Friday, the 27th inst.

For SHANGHAI.

Per *Karlsruhe*, at 9.30 a.m., on Friday, the 27th inst.

For YOKOHAMA, KOBE & NAGASAKI.

Per *Hokkaido*, at 9.30 a.m., on Friday, the 27th inst.

For SWATOW, AMOY & FOOCHEW.

Per *Namee*, at 11.30 a.m., on Friday, the 27th inst.

For SINGAPORE & PENANG.

Per *Froontu*, at 1.30 p.m., on Friday, the 27th inst.

For SINGAPORE, PENANG & CALCUTTA.

Per *Catherine Apoor*, at 5 p.m., on Friday, the 27th inst.

For *Carmarthenshire*, at 11.30 a.m., on Saturday, the 28th inst.

For PORT DARWIN, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

Per *Pathas*, at 5 p.m., on Saturday, the 28th inst.

For HOIHOW & SINGAPORE.

Per *Catania*, at 9.30 a.m., on Monday, the 30th inst.

For SINGAPORE.

Per *Glenaloch*, at 3.30 p.m., on Monday, the 30th inst., instead of as previously notified.

Per *Moie*, at 3.30 p.m., on Tuesday, the 1st October.

For SINGAPORE, LONDON & HAMBURG.

Per *Carmarthenshire*, at 11.30 a.m., on Wednesday, the 2nd October.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

GRANGE BURELL, British ship, Capt. G. A. T. May, -Hestor, Brocklebank & Co.

GEORGE F. MANSON, American barque, Capt. Crack -Gaines.

MATTERSTÖRN, Brit. 4-masted ship, Capt. John Williams -Standard Oil Co.

WANDERING JEW, American ship, Capt. D. C. Nichola -Master.

Being all that PARCEL OF GROUND with the MESSAGES thereon known as Nos. 63 and 65 Tuk-kok-tui, and Registered in the LAND OFFICE as KOWLOON INLAND LOT No. 181, as the same is now held for the residue of the term of 75 years created by a Crown Lease dated 6th November, 1889, subject to the payment of the annual Crown rent of \$20, and to the performance of the Crown Covenants.

For Further Particulars and Conditions of Sale, apply to

WILKINSON & GRIST, Solicitors.

J. M. ARMSTRONG, Auctioneer.

Hongkong, September 26, 1895. 1798

PUBLIC AUCTION.

PARTICULARS OF SALE

OF

VALUABLE LEASEHOLD PROPERTY,

Situate at Tai Kok Tsui, Kowloon, in the Colony of Hongkong.

TO BE SOLD.

BY PUBLIC AUCTION,

on

WEDNESDAY,

the 2nd October, 1895, at his Sales Room,

at 3 p.m., by

J. M. ARMSTRONG,

Auctioneer.

Hongkong, September 26, 1895. 1797

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WILKINSON & GRIST, Solicitors.

TAN P. & C. a. Malco, Ltd London for this port direct on the 21st inst.

As will be seen from our advertising columns, the Water Authority intimates that from the 1st October the water supply in certain portions of the Colony will be restricted to one hour daily and in other districts to two or four hours daily.

SEVERAL men were brought before Mr. Wodehouse at the Magistracy this morning charged with being abroad at night without light, pass or reasonable excuse. Some of the accused were sent to prison; others were fined £5.

CHAR PO, painter, was brought before Mr. H. E. Wodehouse at the Magistracy this morning charged with stealing a 28-lb. tin of white soap from the Aberdeen Dock. He was convicted and sentenced to six weeks' imprisonment with hard labour.

COMPANY Sergeant-Major Ramage, R.E., at the Magistracy this morning, charged a Chinaman with being in unlawful possession of a silver watch and chain. The Chinaman attempted to pawn the watch, which belonged to Sergeant-Major Ramage. Sentence:—Two months' hard labour.

M. Bourreau, who replaced M. de Lassan as Governor General of French Indo-China, and who made serious allegations against his predecessor, is to go to Paris and appear before the Chamber of Deputies in support of his statements, and of his proposal for a vote of twenty-five million francs for the relief and development of Tonkin.

For the week ending 21st September, the total deaths in Hongkong were 130, being at the rate of 27·3 per annum for each thousand of estimated population. For the week ended 14th September the total was 126 and the rate 26·2. The rates for the two corresponding weeks of last year were 16·1 and 20·2.

If any Kowloon resident has lost a black dog, he will probably find, upon application at Yau Ma Tei Police Station, that it has been shot for being abroad at night "without light, pass or reasonable excuse," engaged in the delightful occupation of baying the moon with hideous howl. Other Kowloon residents who are not partial to black dogs will rejoice to know that the police are exercising increasing vigilance in the "fashionable suburb" so that a stop will soon be put to a nuisance that has recently been making sleep impossible.

The Bellisio Trustees have, from the Scholarship Funds No. 1 and 3, established some years ago by Hon. E. B. Bellisio, C.M.G., awarded seven scholarships to students at present pursuing a medical course at the Alice Memorial and Netherlands Hospitals, in connection with the College of Medicine for Chinese. Each scholarship is of the value of £100, and is tenable for a year, but may be renewed yearly during the five years' curriculum, subject to reports to the conduct and progress of the scholars. The present Bellisio Medical Scholars are:—

Students of the 3rd year:—Kwong Ngai Leung, Li King Sham, To Ying Fan, Chan Kui Shing.

Student of the 2nd year:—Ho Nai Hop, Tong Fiu Man.

Student of the 1st year:—Kung Wei Shin.

Mr. H. E. Wodehouse dealt very sharply with two gangs of gamblers who were brought before him to-day. Detective Sergeant Molver invaded a house at No. 6 Kwai Wo Lane this morning, and arrested eight men who were busy at the game of pao-kau. The keeper of the house was fined £500, with the alternative of six months' imprisonment with hard labour. The other men were fined the maximum penalty of £25 for playing in a common gambling house. The alternative in their case was six weeks' imprisonment. This house was broken up a few weeks ago by Inspector Stanton and Sergeant Molver. Detective Sergeant Holt broke up another common gambling house at No. 25 Wing Shing Street, capturing eight men. The two keepers of the house were fined £100 each, with the option of three months' imprisonment. The gamblers were fined £10 each, with the alternative of a month's imprisonment.

This morning, at the Magistracy, Ip Fong, gardener, was charged before Mr. H. E. Wodehouse by Gunner Dowling, R.A., with trespassing on Was Department land and attempting to steal a padlock at Belcher's Battery gate. The complainant stated that last night, about seven o'clock, he heard a noise at the gate, and on turning out saw the accused on the drawbridge. The accused stated to Sergeant T. McEvoy, into whose custody he was given by the military guard, that he was employed by Mr. Walker at the Pukfum Dairy Farm. In the morning he was sent to Mr. Kennedy's with a pig, and was bringing the pig back to Pukfum, when the three men helping him struck work and left the pig at Pukfum's mill. He was going to Pukfum to tell Mr. Walker when the complainant rushed out and arrested him. Upon enquiry this story was found to be correct, and as there was some doubt as to whether the accused was the man whom Dowling saw on the drawbridge, Mr. Wodehouse dismissed the case.

PIANOFORTES tuned.—Singly or by yearly contract.—High class work.—W. Robinson & Co.

HACCHAL'S PIANO—The finest in the world.—Tone and tone unequalled. Sole Agents: W. Robinson & Co.

A TOXIC paper states that a Paris telegram states that a St. Petersburg correspondent states that a Vladivostock wire states that a despatch from China states that 2,000 deaths a day are occurring from cholera in Pekin.

The Echo Macao of the 26th inst. says that an important seizure of a counterfeit coin manufacturer was effected in Macao in a house in Mata-Tigre Street. For some time past the detective action of the Pekin forces observed that several men were frequenting that house, which had its doors and windows always closed; this caused the suspicion that house had been made public. Why? Because, we are informed, it has been referred to Peking! Has it been referred to London? Or will the Colony of Hongkong be content with a few meaningless platitudes from Sir Robert Hart, or the Taungli Yuen, and then submit to a continuance of the harassment of the local trade?

The latest outrage is on a level with the Pukfum one. A specially-licensed passenger boat trading regularly between Victoria and Stanley was making her usual run yesterday, and had got so far as Apichau on her way to Stanley, when she was pounced upon by the Kuan (Chinese revenue cruiser), boarded by a European and searched by his Chinese minions. Nothing was found on board to justify the search, which we are informed, took place in British waters; it was in fact a British craft, licensed in a British Colony, carrying passengers from one part of the Colony to another. The European in charge of the cruiser took the son of the master of the boat on board the cruiser and ordered the boat to follow him into Chinese territorial waters. This the master refused to do, and though several shots were fired upon him—in British waters by a Chinese cruiser—he continued his voyage and ran into Deep Water Bay, subsequently fetching up at Stanley, where he reported the matter to the police. The police are investigating the affair, and we have no doubt a report has been forwarded to the Hongkong Government. As usual nothing will be done. We are getting accustomed to murders and outrages upon British subjects in China, to useless Commissions of enquiry, and to diplomatic fiascos and failures, that we are not astonished at the periodical invasions of British territorial waters. The Chinese, and the foreigners in their service are not as much to blame as our own officials, in Hongkong and in Downing Street, who continue to tolerate those insults and harassments.

ADVENTURES AMONG THE TONKIN PIRATES. A strange story appears in the *Extreme Orient* of Sept. 12. A pilot named Crochet disappeared over a year ago; he had taken a steamer out of Haiphong, left it and boarded his own boat to return, and nothing more was ever seen of him or his boat. As there was bad weather about, he was given up for lost. He has now turned up again; his boat's crew mutinied and took him to one of the numerous islets in Fai-tsee-long Bay as a prisoner. A French gunboat sought in vain for the missing pilot-boat, and reported that she must have gone down with all hands in the storm. A few months later, rumours got abroad that a band of Chinese pirates, hating the Chinese, and Tonkinse islands and centring about the Hoan Ho group, had a captive whose appearance was vaguely and variously described, but might be held to tally with that of Crochet. Then, early this year, the officer in command of the French post at Hoan Ho actually saw some 25 or 30 men pass his place, about sundown, with one European whom he thought he recognised as Crochet. His at once reported by wire to the head of his district, who reprimanded him severely for raising an absurd alarm. The station officer, however, did all he could to follow up the clue, keeping men on the lookout; and was soon rewarded by hearing of the approach of the same band. Telephones were brought to bear on the pirates as they passed, and the Europeans were clearly identified by several of the station people. Again he wired to his chief, and again met with a rebuff, mere crushing than ever. The *Extreme Orient* says bitterly: "We were then under the memorable reign of the Lancasters and Roders, and if it had become certain that Crochet was still alive and in captivity, stringent orders would be issued to preserve secrecy, lest there should be fresh scandals about captures of Europeans and inability of the Government." He has not yet been rescued; his captors keep very quiet, being as much afraid of other pirates as of the French authorities. The Government has issued notifications that no more ransoms are to be paid, and so it is hoped that the pirates will cease to pursue the business as unremunerative. The *Extreme Orient* adds that this Crochet affair is on a par with the mysterious disappearance of a Dame named Obeng a few years ago. Obeng left Haiphong in a boat to go to Hongkong, to pay his workmen there, and was not seen again until a year later, when he reappeared in Canton; he said he had been made prisoner, and had escaped overland. He was believed to reality to have been all the time engaged in contraband traffic with the pirates, supplying them with arms and ammunition; and the Hanoi Court in his absence condemned him to death: Who is to hear of this, says our contemporary, he makes every effort to obtain a new trial; but the French authorities are afraid of their own negligence and bungle, being exposed, and so they refused, in spite of diplomatic representations.

Three Okura-gumi and Mitani Russan Kaisha and three foreigners competed for the contract to supply the submarine cables to be laid between Formosa and Nagasaki. On the opening of the tender the contract was decided in favor of the Mitani Co. by a difference of only £1,000 per mile. The necessary deposit money is £200,000 per mile.

PIANOFORTES tuned.—Singly or by yearly contract.—High class work.—W. Robinson & Co.

ANOTHER CHINESE IMPERIAL CUSTOMS OUTRAGE.

During the past year there has been an unusual number of questionable acts by the petty Chinese Imperial Customs officials in the vicinity of this Colony, and one or two impudent seizures in British waters, and it is evident from the increasing frequency of these seizures that the mandarins are becoming emboldened because of the apparent impotence of the Hongkong Government to prevent their piratical raids. The result of the official investigation into the Pukfum outrage has not been made public. Why? Because, we are informed, it has been referred to Peking! Has it been referred to London? Or will the Colony of Hongkong be content with a few meaningless platitudes from Sir Robert Hart, or the Taungli Yuen, and then submit to a continuance of the harassment of the local trade?

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REUTER'S TELEGRAMS.

sun who have suffered greatly through the incapacity and dishonesty of the French authorities—that is one side of the story; the other is that the men—*cœs* at any rate, and presumably the second also—played a deep and nefarious game all the time.

THE TYPHOON.

The Spanish Consul courteously forwards the following telegram to us:—

Binondo, Sept. 25, 5.36 p.m.—Observations made. N. sea seems to indicate that the storm is going by the E. of Formosa towards Japan.

The following was issued by the Hongkong Observatory:—

On the 25th at 10.40 a.m., Black Drift hoisted. The typhoon lies a little to the East of Swatow. It is apparently filling up and probably moving slowly towards W. or S.W. at present. At 11 a.m., Forecast:—strong N. winds: equally with rain.

On the 26th at 4 p.m., The centre of the typhoon has passed a little S. of Swatow, moving Westward. Strong N.W. winds on perhaps a gale may blow in Hongkong to-night unless the centre fills up before reaching here.

TRAFFIC IN THE SUZU CANAL AND THE RED SEA.

The report on the trade of Port Said and the Suez Canal for 1894, forwarded by Mr. Gould, British Consul, to the Secretary of State, shows that business between the East and West. The average passage through the canal during the year amounted to 11,750,000 in round figures. Of this total British ships are reported 8,500,000 tons. Those who come next appear very small and dry, indeed, for the figures are—Germany 857,362 tons, and France 710,920, followed in order by Dutch, Austrian, Russian, and Spanish vessels.

Mr. Unsworth was on the upper deck with the other passengers watching the gradual

development of the coast of Java as they looked up through the moonlight.

There was no shock to speak of when the ship struck; it was not until

of an incoming barge struck her to windward and lifted her up as it rolled under, which should have been avoided.

The engine stopped off, the cabin passengers jumped up excitedly, though not panic-stricken, while from the deck where the chief officer rushed out with nothing on but his under-clothes. The ship was swept further inland, she rolled to windward and in that position she remained until the passengers left her. The Chinese passengers grew frantic with terror at this juncture; and while the ship was firing up rockets as signals of distress, the sailors were jabbering about the deck and burning joss sticks and prayer papers. So it was not until the chief officer had rushed out with his under-clothes that the passengers were quieted by the officers. Indeed the officers and crew behaved nobly all through the trying ordeal, though nobody seems to have felt justified in jumping into the water after the second officer who was drowned. He was on the bridge with the captain when the vessel grounded and the boat was launched one of the life-boats on the port side. The officer was to windward, and the ship was listing to starboard, so that the boat was unable to launch. As the officer had listed the way the boat was listing for and was easier to launch than to seaward. Somehow in the confusion the unfortunate man fell overboard and was lost. It was a horrible spectacle, said Mr. Unsworth. "We threw him a number of buoys and he caught one of them. Then the waves which were running high would lift him in close to us and then he would seem to sink away. The Chinaman in the boat held it close to him, and we threw him life-lines from the deck, though the spray was dashing over us, every minute on that side. I was throwing a line myself, and frequently had to fall nearly over his head as did many others; but he seemed to have lost all of his strength and only struggled and tried to cry out. Presently the current carried him further forward, where the run of the water made a number of eddies around the bow. These seemed to exhaust him utterly and precisely he let go the buoy and sank."

Eventually, by about 9 o'clock the third officer's boat got off and started for Urugia some 20 miles away. It did not reach a telegraph station until 6 a.m., and later in the day on its return trip, it was picked up by the *Empress of Japan* and by her taken back to Sunakwa. Meanwhile about 99,000 tons of coal were imported into Port Said in 1894 and taken away again by the steamers. As to trade, two striking features in the report are the increase in tonnage, which has been rising in an extraordinary way, and the equally remarkable diminution in American oil, of which only 300 out of 2,500,000 cases of petroleum were dealt in. The reduced amount of oil "in transit" is due to the increased proportionately of tankers. The average time for vessels having the electric light is 18 hours and 18 minutes, and for tankers not thus equipped 31 hours 17 minutes. More than 90,000 tons of coal were imported into Port Said in 1894 and taken away again by the steamers. 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Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 2nd October, 1895, at Noon, the Company's Steamship "NATAL," Commandant VERNON, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st October, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

C. TOURNAIER,
Acting Agent.

Hongkong, September 18, 1895. 1732

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC Coast and to the INTERIOR and EASTERN Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG to LONDON, \$400.
Excellent accommodation. First class Table. Doctor and STEWARDES carried.

HONGKONG to NEW YORK, \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA, \$225.
Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Hongkong.... | 3,594 | Tuesday | Oct. 8.
Tacoma.... | 2,549 | Tuesday | Oct. 29.
Victoria.... | 3,167 | Tuesday | Nov. 19.
Shanghai.... | 3,674 | Tuesday | Dec. 10.
Hongkong.... | 3,594 | Tuesday | Dec. 31.

* No Passengers carried by this sailing.

THE Steamship "HANKOW," Captain OER, sailing at Noon on TUESDAY, the 2nd October, will proceed to VICTORIA, B.C., and TACOMA, and SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Peru (via Nagasaki) | TUESDAY, Oct. 8,
Kobo, Inland Sea, and Yokohama) | at noon.
City of Rio de Janeiro | SATURDAY, Oct. 26,
Kobo, Inland Sea, and Yokohama) | at noon.
City of Peking (via Nagasaki, Kobo, | SATURDAY, Nov. 16,
Inland Sea, Yoko- | at noon.
hama & Honolulu) |

THE U. S. Mail Steamship "PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, and OSAKA, on TUESDAY, the 8th October, at Noon, taking Passengers and Freight to Japan, the United States, and Europe.

Passengers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted in England, France, and Germany by transatlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passenger sailing through ORDERTO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger sailing orders for OVERLAND CITIES in the United States have the choice of the Overland Rail routes from San Francisco, including the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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